

EXTRACT FROM LIST OF REPAIRS.

(HULL)

(2)

(3)

1.

Item.

Statements
by
Ship's Officers.Description of Repairs
required.Reason for
repairs.Report and
recommendation by
Dockyard Officers.a by
cersCaulking or rerivetting
Fore part.Originally
defective
workmanship.Necessary to examine caulk
and inject doubling plates
on bow plating P & S.
Defect due to doubling
plates not being properly
closed before being
rivetted.-Do- -Do- all
counter Seams.

-Do-

Necessary to caulk and
make W.T. Seams of outer
bottom plating around P
& S sides. Laps re-caulked
and injected. Defect due
to plate edges not being
properly closed before
being rivetted.Steering gear overhauled
and adjusted.Bad work-
manship.Necessary to refit sheave
pins, gearing and cosing,
also to provide suitable
lubricating arrangements.Upper deck and crew's
quarters leaking require
caulking.Discovered
on passage
round to
Plymouth.Necessary to caulk decks,
extensively refasten &
redowel deck bolts; refit
fastenings of ventilators
bridge, stanchions, bollards
windlass, towing rail
supports &c; also to rebed
decklights; coamings of
ventilators, bollards
windlass &c.

26.

Boat's chocks defective.

Original
defective
arrangement.Necessary to make inboard
chocks of both lifeboats red
portable and fix outboard P.
chocks.Items added by Dockyard.

ris

35.

To Caulk boundary angles
around wood deck aft.

Necessary.

ches
ken

36

To caulk boundary angles
of cross bunker.

-do-.

T.O.

37.

To cut on beams official Nos.
&c. to Board of Trade requirements.

-do-

Items added by Dockyard (contd).

Item.	Description of Repairs required.	Reason for Repairs.	Report and recommendation by Dockyard Officers.
42.	Cover, canvas, winch 1 in number to be supplied.		Necessary.
43.	Cover, canvas, capstan, 1 in number to be supplied.		-do-

MACHINERY.

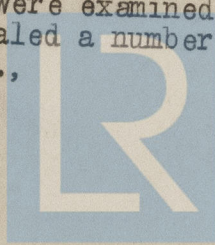
Statement by Ship's Officers.

8.	All Stokehold plates to be properly fitted to allow for expansion and contraction and rolled straight again.	Originally Defective workman-ship.	
9.	All water gauge columns are out of line causing 28 gauge glasses to break in 50 hours. These fittings are not proper Dewrances and very bad imitations.	-do- 15 Glasses were put in on trial trip.	
.	I.P.Engine to be thoroughly overhauled embracing Pump links, Guide Shoe, Crosshead & Cranks Pin & Piston Nuts.	Originally defective workman-ship.	
.	U.S.packing on I.P.Valve spindles. Twice taken down on & before official Trial. To be referred to U.S.Expert re their 12 months guarantee.	-do-	

Extract from Yard Remarks.

Items 5 and 10 of Defect List - defects to the I.P.Engine - were investigated. As the vessel's guarantee period had not expired the U.S.Packing Co., were asked to deal with the defects to the I.P. Slide Valve Rod Gland. Their representative examined the packing and found large quantities of salt water sand therein. At his request the I.P.Piston Slide Valve was removed. A large quantity of debris was found under the valve and inside the ports. The debris included a piece of cast iron apparently broken from a Flange of sorts (not part of the Engines) size about 5 inches by about 3 inches by 5/8 inches thick, various bolts, nuts, pieces of old plate, broken glass and further quantities of sand.


The remainder of the Engines were examined in view of these discoveries. The examination revealed a number of other bolts and nuts of varying sizes in ports etc.,



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Item 5 - Water Gauge Mountings - These were found to be badly fitted and out of alignment to such an extent that a glass would not enter the top mounting when securely held in the bottom mounting. The only method of fitting a glass to the mounting was to leave it slack and force it in, a procedure which led to a large number of glasses breaking and to considerable risk to those endeavouring to fit them.

The examinations carried out reveal a state of defective workmanship apparently accompanied by lax supervision on the part of the builders of the main engines.



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Her Majesty represented by the Commissioners for and on behalf of the Admiralty of the United Kingdom